

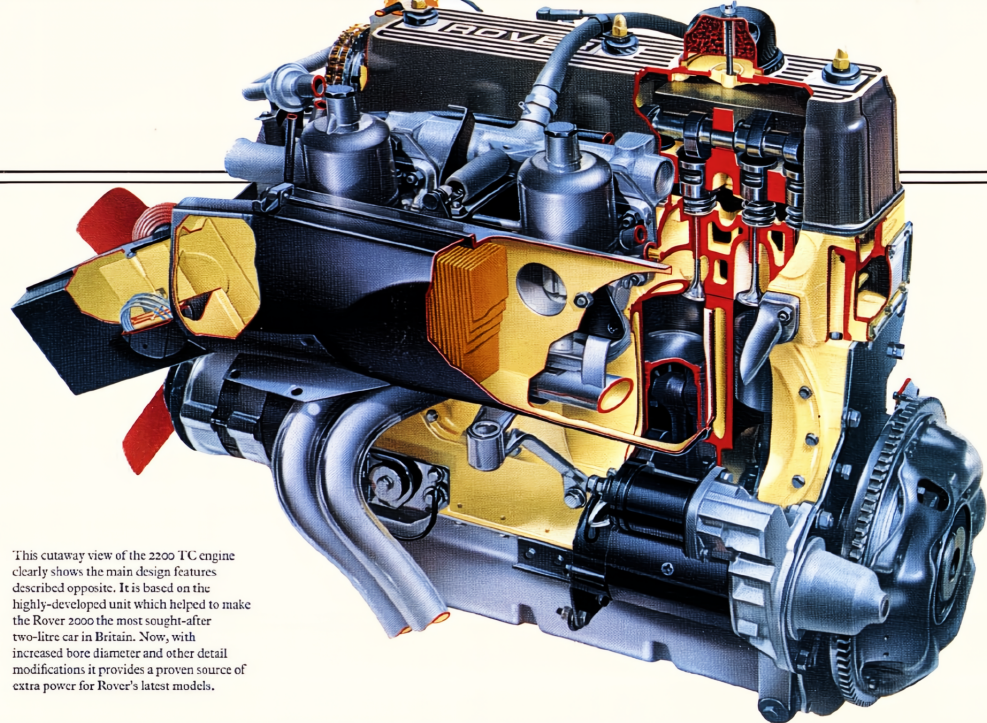
A close-up, low-angle shot of the front of a gold-colored Rover 2200. The car's grille, featuring a black mesh pattern with a 'TO' badge, and its dual round headlights are prominent. A vertical orange light bar is visible on the right side of the front end. The background is dark, and the scene is dramatically lit with several bright, diagonal light streaks crossing the frame, creating a sense of motion and luxury.

ROVER 2200

SC·TC
and SC Automatic

At first glance the Rover 2200 SC, TC and SC Automatic cars look very much like the Rover 2000 models they supersede. The mixture as before, you might think. Certainly the main ingredients are still there - the stylish, well-groomed appearance, the safety which was designed into the 2000 long before it became the fashionable subject it is today, the overall refinement and engineering quality. In fact, all the ingredients which have made the 2000 the success story of the decade. But this well-tried mixture has now been given an extra potency, a more purposeful bite. More cc's under the bonnet gives higher performance while a lower compression ratio on the TC makes for easier operation generally and allows the car to run happily on 4-star fuel. And a larger, 15-gallon fuel tank has increased the cruising range. Inside the car, seat facings in box-pleated, double-corded brushed nylon will immediately meet your eye but, of course, you will feel the full benefit of this non-shining, hard-wearing material in the seat of your pants. Leather can be provided as an alternative. Add to all this a greater degree of sound insulation and you will realise that the 2200 represents exceptional value even for Rover. There is no car of higher standing at the price and few better in any price bracket for promoting safety, confidence and relaxation in the cut and thrust of modern road travel.





This cutaway view of the 2200 TC engine clearly shows the main design features described opposite. It is based on the highly-developed unit which helped to make the Rover 2000 the most sought-after two-litre car in Britain. Now, with increased bore diameter and other detail modifications it provides a proven source of extra power for Rover's latest models.

Engine

The 2200 engine conforms to the stringent exhaust emission standards now in force in many countries and therefore runs at a low level of atmospheric pollution. It is a four-cylinder unit of overhead camshaft design, having combustion chambers fully machined in the piston crowns. Valves are actuated directly from the camshaft via inverted bucket-type tappets. Highly efficient fuel utilisation is achieved by this arrangement which, added to the many engineering refinements, results in powerful, smooth and economical operation. Compared with the 1978 cc engine of the Rover 2000, the 2200 engine has a capacity of 2205 cc and a compression ratio lowered from 10:1 to 9.0:1. At the same time power has been increased to 98 b.h.p. on SC models and to 115 b.h.p. for the TC. So here we have an already successful engine delivering more power and, on the TC particularly, the lowering of the compression ratio allows 4-star petrol to be used.

Fuel System

A 15-gallon fuel tank is fitted to all models to provide a long cruising range. It is located behind the rear seat and sealed from the car interior by a steel bulkhead. A reserve supply is included, controlled by a knob on the fascia console. Fuel supply is by AC mechanical pump to an SU HIF carburettor – the TC has twin carburettors. This type of carburettor is designed specifically to give a consistent fuel level at the jet and obviate any variations which might be caused by heavy braking, acceleration and cornering. Maximum performance is therefore available under all conditions.

Gearbox

Synchromesh is provided for all four forward speeds on SC and TC models. Control is by a short, centrally-mounted gear lever which falls easily to hand and is positive in action. On the SC Automatic, transmission is by a type 35 Borg Warner unit which incorporates special features specified by Rover. It can be operated automatically or manually at your discretion simply by moving the selector lever to the appropriate, clearly defined position. So you get the best of both worlds: relaxed driving in position D, or maximum acceleration by moving the selector through 1 and 2, when the required gear will be

engaged and held. When changing down, a restrictive device prevents the engagement of first gear until road speed has been sufficiently reduced.



Transmission

Power is transmitted to the rear wheels through an hydraulically-controlled diaphragm spring clutch of the latest design, a one-piece open propeller shaft and a hypoid differential which is rubber-mounted directly to the base unit. Smoothness, silence and reliability are features of this power train.

Brakes

The power to go is well-matched by the power to stop. Disc brakes are fitted all round, those at the rear being mounted inboard on either side of the differential casing. Servo assistance is provided.

Instruments and Controls

A single box-type instrument and warning light panel is provided on SC manual and automatic cars. On the TC there is a full range of dial instruments, as shown. This comprises large speedometer and tachometer dials, with smaller petrol, water temperature and oil pressure gauges and ammeter on either side. Smoothly-contoured switches with rotary action are contained on a separate panel below the full-length parcel shelf. Their functions are clearly marked and, like the instruments, they are unobtrusively lit for easy reference at night. A hazard warning switch (marked by a red triangle), cigarette lighter and electric clock are included in all models.

On one side of the steering column below the steering wheel is a finger-tip control stalk which operates the headlamp dip and flash systems, and on the other side is a similar control for direction indicators and horn.

Steering

The steering wheel is adjustable for rake enabling the best driving position to be selected to suit personal preferences. The adjustment is simply effected by means of a knurled knob below the steering wheel. Note that the large illustration on the opposite page shows a left-hand steering arrangement for export versions of the 2200 TC.

Heating and Ventilation

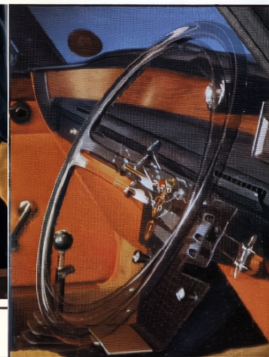
Really effective heating and ventilation is provided for the car interior. The heater output can be varied in volume and temperature over a wide range of values, the fresh air being fed in through an opening below the windscreen where the intake of traffic fumes is reduced to the minimum. Vents at the base of the windscreen give ample air distribution for demisting and defrosting. There are additional face-level fresh air vents at either end of the fascia which operate independently of the heating system and can be adjusted as required. Swivelling quarter vents are also provided in all four door windows.

Windscreen Wipers and Washers

Two speed windscreen wipers are fitted. They also have a variable delay intermittent wipe mechanism to deal with road splash and light drizzle. An electrically-operated windscreen washer system is provided.

Other Interior Details -

include interior light with manual and courtesy switches; rotary map reading light; padded front parcel compartments positioned at knee height; provision for fitting head restraints in the back of front seats; softly-padded sun visors. The radio as shown fitted is available as an optional extra.







Body Interior

If you are looking for a first class compartment, this is it. Individually-contoured seats upholstered on their wearing surfaces in soft, box-pleated, double-corded brushed nylon offer the same high degree of comfort to all four occupants. The material is non-slipping, non-shining, hard-wearing and stain-resistant, and compared with other forms of car upholstery, easy to keep clean. It is warmer in winter and cooler in summer than the traditional leather which, for those who still prefer it, is offered as an alternative. Front seats have reclining backrests which are shaped to provide additional knee room for rear seat passengers. All doors are fitted with a combined armrest and door pull and there is a folding centre armrest of sensible proportions at the rear. The safety as well as the comfort of passengers has been thoroughly considered and full details of the safety features are given in the following pages. Head restraints are available as optional equipment on 2200 models. They fit into slots in the top of the front seat backrests and are adjustable for height.

Suspension

The outstanding comfort and the considerable measure of safety offered by the passenger compartment are fully complemented in the suspension system. This produces a smooth, well-balanced ride and plays an important part in the car's active safety element by providing excellent stability and road-holding characteristics. Front suspension is by transverse bottom links with leading top links acting on horizontally-mounted coil springs and telescopic hydraulic dampers, and incorporating an anti-roll torsion bar. Rear suspension is by De Dion sliding tube located by Watts type linkage with coil suspension springs.

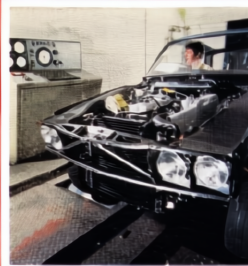
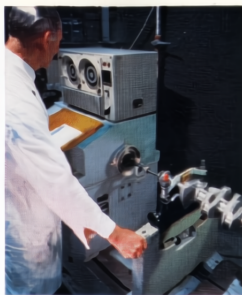
Designed Safety -Controlled Quality

With the 2200 as with all Rover cars, every practical step is taken to provide the best possible value for money and to ensure the safety, comfort and general well-being of driver and passengers. The action begins at the design stage and is continued through intensive research, detailed inspection of materials and components, and rigorous testing of assembled units. Final testing and inspection of the finished product complete an exacting production process.

The illustrations on these pages will give you an inkling of what goes on behind the scenes to ensure that you will travel first class wherever your motoring may take you.

Right. A crankshaft balancing machine, one of several chucks made on all engine components prior to assembly. The complete engines are afterwards run under their own power on a dynamometer when power and torque characteristics are verified.

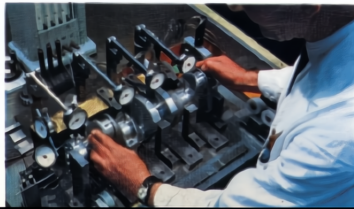
Below, right. Rover research and development engineers are constantly striving to improve the overall performance and safety aspects of the product. Our illustration shows the checking and zeroing of roll and lateral acceleration indicating gauges before a car is put through a steering and handling test.



Above. Immediately after the first stage of assembly, the base unit complete with all its running gear is tested on a rolling road to check that assembly has been correctly carried out. This is prior to the final testing of the completed car during which it is driven round the Company's test track by an experienced inspector.

Above. Rover paintwork is finished to a very high standard. Here the paint inspectors are checking a set of panels under special diffused fluorescent lights.

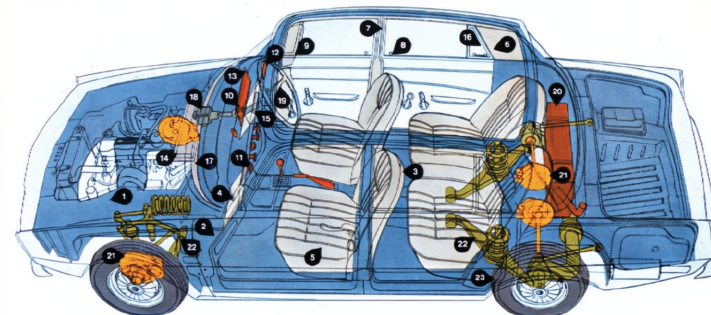
Right. All crankshafts receive visual inspection. Additionally, a random 32 crankshafts from every batch are further checked on an instrument capable of measuring to an accuracy of .00005 in. (.00127 mm.).



Left. Just one process in a very comprehensive rust-proofing programme applied to all Rover cars. Body panels and base units are totally submerged in a zinc-based electrophoretic primer solution.

Below. Every day, samples of hydraulic brake fluid are taken from the assembly lines where braking systems are filled, and their boiling point is checked. A low boiling point indicates the presence of atmospheric moisture in the brake fluid.

Bottom. Quality control at Rover is vigorously pursued. An Atomic Absorption Spectrometer is used in the final element analysis of 'bought-in' metals to establish whether they comply with the exacting specifications required.



Base Unit

1. The base unit method of construction makes it possible to locate the passenger compartment within a robust steel cage designed to resist distortion and protect the occupants.

2. The steel bulkhead, moreover, is designed to prevent the engine penetrating to the passenger compartment in the event of a head-on collision.

Interior Furnishing

3. The front seats have a padded roll along the top edge of the back to lessen the likelihood of head injuries to rear seat passengers thrown forward in a collision. In the event of rear impact the squab will also 'give' rearwards thus minimising risk of neck injuries.

4. The glove lockers positioned at knee height have a flat padded surface backed by a material which will collapse in the event of impact, therefore affording protection to the knees.

5. The seats are designed on the basis of medical advice to support the small of the back and have infinite rake adjustment.

6. Vital areas of the roof and rear quarter panels are fitted with thick resilient padding.

7. Inertia reel safety belts on front seats with unique height adjustment

for diagonal webbing.

8. The rear door lock interior handle cannot be operated when the sill-button is depressed to minimise accidental opening of the door by a child. The door can still be opened from inside in an emergency. Anti-burst locks are fitted to all four doors.

9. The sun visors are softly padded and adjustable on impact.

Controls

10. Instruments mounted close to normal line of vision to reduce visual adjustment when driver refocuses from road to instrument.

11. Switches are designed and marked to minimise injury and give easy recognition.

12. Interior mirror fitted with safety stem and protective frame.

13. 'BRAKE' shows on instrument panel when brake fluid reservoir is low or handbrake is on.

Ventilating System

14. To minimise fatigue and drowsiness, the car is fitted with an efficient ventilating system.

15. Fresh air ducts at face level can be operated individually regardless of heater setting.

16. Opening rear quarter vents for additional ventilation.

17. Air intake is above the exhaust level of other vehicles.

Steering

18. Steering box mounted high up on the scuttle at the rear of the engine to avoid the steering column and wheel being pushed up into the passenger area in a head-on collision.

19. The steering wheel is dished for safety and adjustable for the most comfortable position.

Fuel System

20. The fuel tank is positioned within the main structure of the car and separated from the passengers by a steel bulkhead.

Braking System

21. Servo-assisted disc brakes on all four wheels for the maximum stopping power.

Suspension

22. Independent suspension of the front wheels and De Dion suspension at the rear gives the car great stability and cornering power, with safety.

Tyres

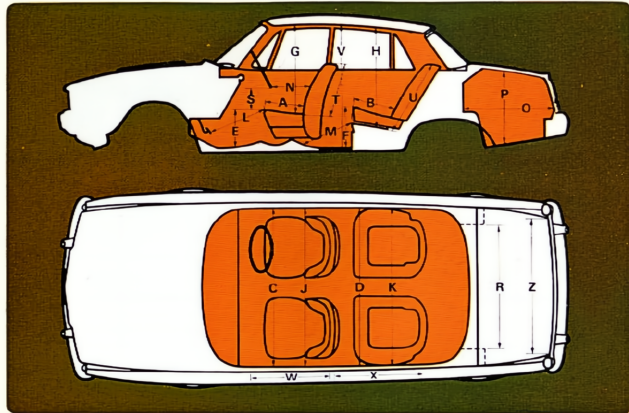
23. Radial ply tyres not only fitted as standard but included as part of the basic design. They provide improved handling, precision steering response and offer better adhesion on wet surfaces.

Interior Dimensions:				Inches	Metres
A	Front to Rear of Front Cushion	..	..	19	0.482
B	Front to Rear of Rear Cushion	..	..	17½	0.450
C	Width of Body at Front of Front Seats	..	..	55½	1.409
D	Width of Body at Front of Rear Seat	..	..	55½	1.416
E	Top of Front Cushion to Floor	..	..	13½	0.342
F	Top of Rear Cushion to Floor	..	..	14½	0.368
G*	Headroom - Front Seats	..	..	34½	0.876
H*	Headroom - Rear Seats	..	..	33	0.838
J	Shoulder Room - Front Seats	..	..	51	1.290
K	Shoulder Room - Rear Seats	..	..	50½	1.280
L	Front Cushion to Accelerator Pedal	..	..	20	0.508
M	Rear Cushion to Foot Rest	..	..	21	0.533
N	Front Squab to Steering Wheel	..	..	16½	0.419
O	Boot Depth	..	..	34	0.853
P	Boot Height	..	..	26	0.660
R	Boot Width (min.)	..	..	37	0.939
S	Top of Front Cushion to Steering Wheel	..	..	7	0.177
T	Front Squab Height	..	..	20	0.508
U	Rear Squab Height	..	..	23	0.584
V	Height of Interior of Body	..	..	40½	1.181
(W)	Width of Front Door at Waist	..	..	27	0.685
(X)	Width of Rear Door at Waist	..	..	30	0.762
Z	Minimum External Width of Boot Opening	..	..	45½	1.149

*With a person of average weight the headroom at the front will increase by 3 inches (0.076 m.) and at the rear by 4 inches (0.1 m.).
Measurements are taken with the seat in central position. Total adjustment of driver's seat fore and aft is 8½ inches (0.219 m.), 5½ inches (0.143 m.) for passenger.

Colours and Trims:

Exterior Colour	Trim Colour
Arctic White	Bronze, Mango, Ebony
Lunar Grey	Bronze, Ebony, Sandalwood
Mexico Brown	Buckskin, Mango, Sandalwood
Cameron Green	Buckskin, Mango, Sandalwood
Almond	Bronze, Ebony, Sandalwood
Monza Red	Buckskin, Ebony, Sandalwood
Tobacco Leaf	Buckskin, Bronze, Ebony
Scarab Blue	Buckskin, Mango, Ebony
Paprika	Buckskin, Bronze, Ebony



Overall Dimensions: Wheelbase 103.375 ins. (2.63 m.); track, front 53.375 ins. (1.35 m.); track, rear 52.5 ins. (1.33 m.); overall length (SC) 179½ ins. (4.55 m.), (TC) 180½ ins. (4.59 m.); overall width 66 ins. (1.68 m); overall height 55.25 ins. (1.40 m.); ground clearance 6 in. (0.15 m.). Maximum boot capacity 15 ft.³ (0.42 m.³); Turning circle 35 ft. 1 in. (10.7 m.) mean; Weight with 5 gallons (22.7 litres) petrol - SC 2822 lb. (1280 kg.); TC 2829 lb. (1283 kg.); SC Automatic 2855 lb. (1295 kg.).

Optional Equipment: Sundym tinted glass, laminated windsreen, head restraints, spare wheel mounting on boot lid, heavy duty suspension, radio, fog and spot lamps.

IMPORTANT NOTE. The specification of this model is correct at the date of printing, but as development is a continuing process, please check details with your dealer. Export specifications in particular may differ to suit local conditions and regulations.

Luggage Area

The Rover 2200 boot is an all-purpose compartment. It is, if you like, three boots in one with alternative arrangements for everyday use, for longer than normal objects and for abnormal or holiday loads. (1) The spare wheel is normally mounted at the left-hand side of the boot which has ample space for day-to-day requirements.

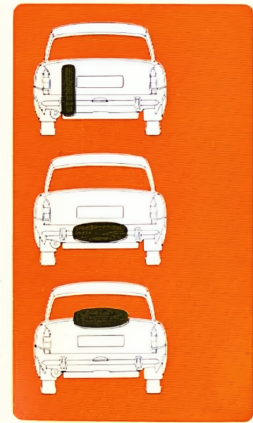
(2) It can be released from its mounting and placed in the boot well to provide the extra width necessary for longer objects.

(3) An optional extra fitting may be ordered with the car, which enables the wheel to be mounted and locked on the outside of the lid leaving the whole compartment free for a full touring load.

Performance

	2200 SC 100.8	2200 TC 108.3
Maximum speed (mph)		
Acceleration through gears (secs)		
0-30 mph	3.69	3.32
0-40 mph	6.42	5.58
0-50 mph	9.69	8.04
0-60 mph	13.42	11.75
0-70 mph	17.99	15.38
Top gear 50-70 mph	11.55	11.00
Standing start ¼ mile (secs)	19.37	18.76
Touring fuel consumption	29.3 mpg	26.2 mpg

All figures from Rover road tests



Technical Specification

Engine - 2200 SC. 4 cylinders. Bore 3.563 in. (90.5 mm.); stroke 3.375 in. (85.7 mm.); cubic capacity 134.6 in.³ (2205 c.c.). Compression ratio 9:1; B.H.P. (DIN) 98 at 5,000 rev./min.; torque (DIN) 126 lb./ft. at 2,500 rev./min. Single overhead camshaft type, the camshaft being driven in two stages by Duplex chains, each stage having an hydraulically operated automatic tensioner. Valve actuation is via inverted bucket type tappets, direct to the overhead valves, tappet adjustment being made by shimming. The camshaft is carried in a separate bearing block and runs in 6 white-metal bearings, each bearing being pressure lubricated; cam lubrication being by splash. The cylinder head is made of aluminium alloy with water-heated integral inlet manifold which incorporates a small exhaust-hot spot to aid rapid warm up. The extremely efficient combustion chambers are fully machined in the piston crowns. The crankshaft runs in 5 copper-lead lead-indium overlay shell bearings and is fitted with a torsional vibration damper. A large capacity oil pump delivers oil under pressure to crankshaft main and big-end bearings, camshaft bearings and timing chain tensioners. A full flow oil filter is fitted. The cylinder block is integral with the crankcase and is designed to minimise weight. Alternator is standard.

Engine - 2200 TC. 4 cylinders. Bore 3.563 in. (90.5 mm.); stroke 3.375 in. (85.7 mm.); cubic capacity 134.6 in.³ (2205 c.c.). Compression ratio 9:1; B.H.P. (DIN) 115 at 5,000 rev./min.; torque (DIN) 135 lb./ft. at 3000 rev./min. A separate water-heated inlet manifold is fitted. Otherwise as above. An oil cooler is fitted on export models.

Fuel System - 2200 SC. 15 gallon (68 litres) tank including a reserve supply. An A.C. mechanical petrol pump is fitted in conjunction with a single S.U. HIF 6 carburettor (swing needle).

Fuel System - 2200 TC. As above, but with two S.U. HIF 6 (swing needle) carburettors.

Gearbox. Four forward speeds and reverse with synchromesh engagement on all forward gears.

Overall Gear Ratios. Top 3.54:1; third 4.92:1; second 7.55:1; first 12.83:1; reverse 12.14:1.

Automatic Transmission Model. Type 35 Borg Warner gearbox. An oil cooler is fitted to prevent overheating of the gearbox oil. Gear Ratios: High 1.0:1, Intermediate 1.45:1, Low 2.39:1, Reverse 2.09:1. Torque converter stalled ratio on Intermediate, Low and Reverse gears 2.1:1. Overall Ratios: High 3.54:1, Intermediate 5.13:1, Low 8.46:1, Reverse 7.39:1.

Clutch. Plate dia. 8½ in. (216 mm.).

Propeller Shaft. Hardy-Spicer one-piece propeller shaft of open type.

Final Drive. Ratio 3.54 to 1.

Steering. Normally Adamant Marles hour glass, worm and roller follower type. Burman box is used on 2200 Automatic, and occasionally on other models. Sealed ball joints. Steering wheel diameter 17 in. Turning circle—wall to wall—35 ft. 1 in. (10.698 m.) mean. Steering column adjustable for rake.

Front Suspension. Independent with transverse bottom links and leading top links acting on coil springs which are mounted horizontally to the bulkhead. The vehicle weight is taken through the king pins to the top links which apply it to the coil springs. Sealed ball joints top and bottom. Hexagonal anti-roll torsion bar clamped to the top links. Control is by hydraulic telescopic dampers.

Rear Suspension. De Dion sliding tube type with universally jointed, fixed length drive shafts. The De Dion assembly is located by a Watts type linkage with the coil suspension springs fitted between the forward link and the base unit. Rubber bushes on all suspension link pivots. Control is by hydraulic telescopic dampers.

Brakes. Girling disc brakes front and rear, servo assisted. The handbrake operates the rear footbrake caliper pads.

Wheels and Tyres. Easy clean wheels with attractive polished stainless steel trim covers. Tyres: Pirelli Cinturato 165 SR × 14, or Dunlop SP Sport tubeless, size 165 HR × 14.

Lighting. Quad Beam Headlamps are mounted in the outer extremities of the radiator grille.

Headlamp units are of the sealed beam type, the outer pair giving main and dipped beams, the inner pair main beam only. Lights are switched on by a four position rotary switch on the switch panel and moving the switch in a clockwise direction operates side, head and optional extra fog lamps. A hazard warning is effected through a separate switch which activates all direction indicators simultaneously. Sidelamps and flasher lamps are mounted on the front wings. At the rear combined stop/tail, flasher and reversing lamp clusters are provided with separate reflectors beneath. Groups of lights are individually fused.

Basic Construction. The body, excepting bonnet and boot lid, is of welded steel construction. The bonnet and boot lid are made in aluminium alloy. The construction is unusual in that it makes use of a base unit carrying all the mechanical parts and providing a chassis and body skeleton to which all skin panels are applied as separate, painted units. The base unit and all exterior body panels are jig drilled and the latter are directly interchangeable in case of damage. The base unit and body panels are phosphate treated and are then totally immersed in a bath of electrophoretic primer and the body is then finished in electrostatically applied body colours. In addition to underbody sealing, vulnerable box sections and body members are sprayed internally with rust-inhibiting wax.

Body Interior. Provision is made for front and rear head restraints. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Interior equipment includes: rotary map light, central courtesy light operated by opening the doors or by independent rotary switch; ashtrays on transmission tunnel; twin collapsible sun visors are fully adjustable and give coverage to front doors; electric clock with frontal hand-set; cigarette lighter; full width parcel shelf with anti-slip mat; two spacious glove boxes; provision for radio and rear extension speaker; steering column lock incorporated with ignition switch; gear driven front quarter lights, heated rear window.



Rover

ROVER TRIUMPH BRITISH LEYLAND UK LIMITED
SOLIHULL WARWICKSHIRE B92 8NP



THE QUEEN'S AWARD
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